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DATE OF

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE
U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE

~~THIS IS UNEVALUATED INFORMATION~~

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1. The airfield, 3 to 4 kilometers west of Lvov (24°00'E/49°50'N), Ukrainian SSR, south of the road to Przemyśl (22°47'E/49°47'N), was about 2 kilometers square and had two perpendicular runways, each about 50 x 1,000 meters.
2. Construction of runways: 10-centimeter layer of sand, 10-centimeter layer of coarse broken stones, about 2-centimeter layer of small broken stones, rolled tar, intermediate layer of stone chips and rolled tar, topped by 20-centimeter concrete cover.
3. Installations (see Annex):
 - a. Flight control station, about 4 x 6 x 80 meters, wooden cantonment building.
 - b. Three-story stone kommandatura building, 50 x 60 meters.
 - c. A hangar, about 10 x 50 x 150 meters, iron structure, concreted, corrugated sheet metal roof.

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e. Two barracks buildings, four-story brick structures, each about 12 x 100 meters.

f. Signal center, three-story brick building, about 50 meters square, antennas on top, according to Soviets radio station and telephone central.

g. Filling station, cantonment buildings etc. (see Annex).

4. The field was occupied by 200 planes, most of them fighters.

5. The military and civilian airfield southwest of Lvov, about 2 kilometers square, had two perpendicular runways, each 2,000 meters long. The runway beds, 40 centimeters deep, were filled with layers of sand, broken bricks, again sand and topped by an asphalt and concrete cover. Drainage ditches, 30 to 40 centimeters wide were on each side of the runways. A concrete taxiway connected the two southern runway ends.

6. Installations:

a. Headquarters building serving as billets for officers and flying personnel.

b. Flight control station with radio mast.

c. Three destroyed hangars.

d. A small hangar as storage facility for air freights, simultaneously serving the requirements of civilian passengers.

7. About 150 single-engine and twin-engine aircraft of various types were parked at the field.

8. The 3 x 3-km airfield SW of Lvov had two perpendicular runways, about 2000 x 60 meters, topped by a 20-cm concrete cover.

9. The field had a total of six large hangars two of which served as repair shops. Other installations at the airfield: A radio station with a weather station and a 30 to 40-meter high radio tower. The billets were on the road north of the airfield.

10. The airfield was occupied by about 200 mostly twin-engine and four-engine aircraft. The four-engine planes had a nose wheel under the far protruding cockpit.

11. The airfield, about 2 kilometers west of Lvov had two perpendicular runways, each about 40 x 1,000 meters, ~~the~~ about 45-centimeter sub-grade and the following layers: Broken stones, intermediate layer of fine gravel, top layer of 5 to 7-centimeter concrete.

12. There were a large hangar, the flight control station, billets and administration buildings north of the field.

13. The field was occupied by 200 to 250 aircraft in late-1947. The planes were about 30 percent single-engine and 70 percent twin-engine.

Comment:

a. According to previous information on the field, the various data on the length of the runways can be evaluated as follows:

(1) During the German occupation the runways were, at most, about 50 x 1,000 meters each. Extraordinary expenditure must be made to expand the field to the east, where it was bordered by land covered with buildings,

and to the west, where there was a brook and the terrain was sloping. Therefore, the information that each runway was 1,000 meters long is considered correct.

b. The other information on location and buildings is correct. Some of the destroyed billets and cantonment buildings seem to be reconditioned.


c. The concordant information on the large number of aircraft stationed at the field confirms another report covering the same period of observation. It is therefore assumed that two bomber regiments and a pilot school are stationed at the field. The field is possibly also being used as a supply airfield as during the German occupation. The small hangars, stone buildings, and cantonment buildings between the airfield and the road to Lvov (see items 3, 4, and 5 of sketch) served as spare part dumps.

d. The four-engine aircraft are possibly individual transports or commercial planes.

e. Only very incomplete reports have been received on the airfield west of Lvov. Although this report covers old periods of observation, the reporting [redacted] valuable data on the stage of construction and the occupation of the field up to late 1947.

1 Annex: Airfield west of Lvov.

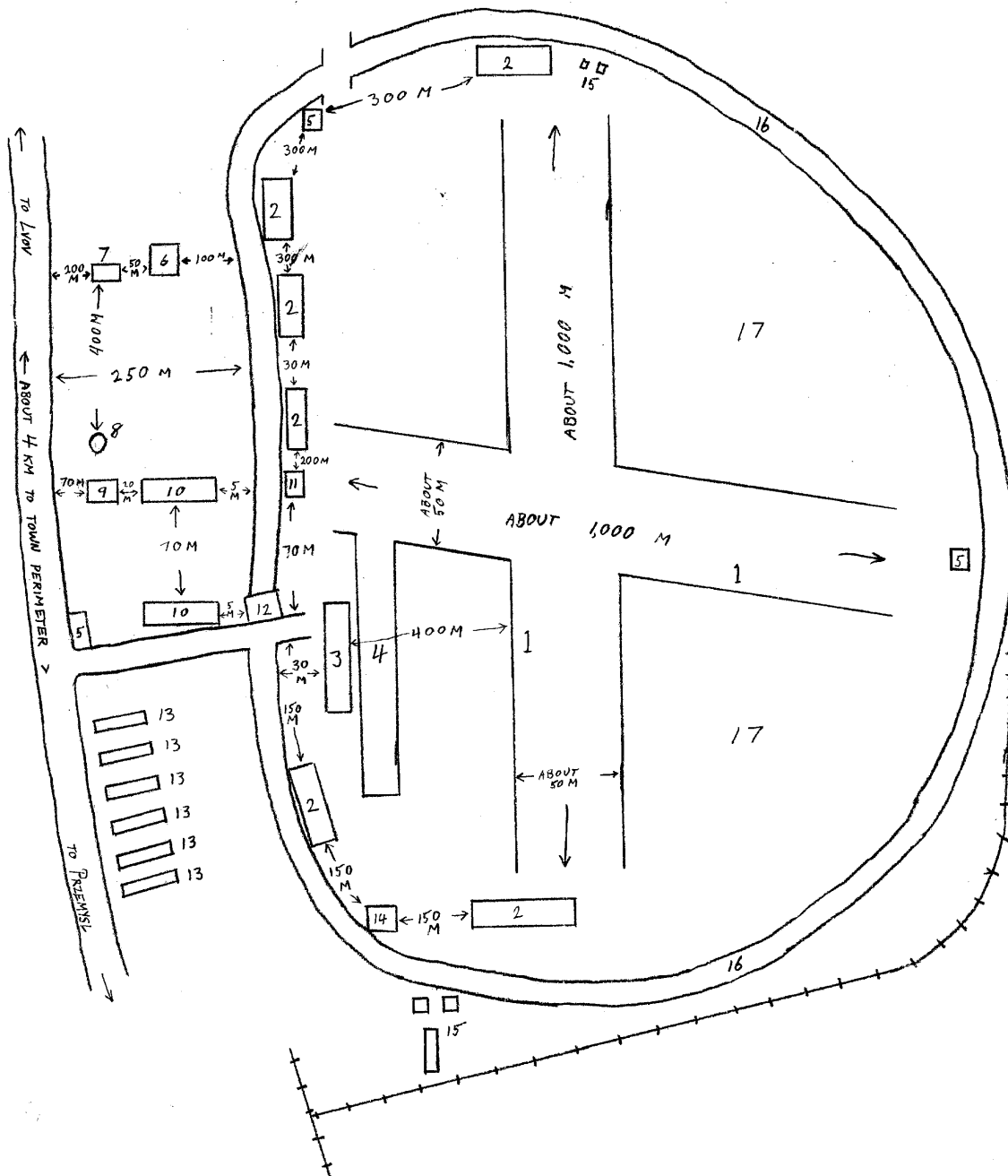
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Airfield West of Lvov~~SECRET/CONTROL-US OFFICIALS ONLY~~